

**THE UNITED ASBESTOS
ORIENTAL AGENT**
(Incorporated)
Sole Agents for the
**UNITED ASBESTOS COM-
PANY LTD LONDON**
MOWELL & CO. LIMITED
General Agents

THIRTY DOLLARS
PER ANNUM

Fortifications

[illegible]

Co-day's Advertisements.

TO LET UNTIL JUNE 1900.

A PRAYA CENTRAL—Whole or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

Single Rooms from \$20 upwards. Apply to the

MANAGER or SECRETARY,
At No. 2, Praya Central.

Hongkong, 11th July, 1899. [9032]

KUHN & KOMOR,
(21 & 23, QUEEN'S ROAD).

JUST RECEIVED.
A COLLECTION OF
JAPANESE PLAIN SILK
and
SUNSHADES.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAILOONG."
Captain Robinson, will be despatched for the above Port, TO-MORROW, the 12th instant, at 4 P.M.

For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 11th July, 1899. [9033]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship

"ESMERALDA."
Captain Cobham, will be despatched for the above Port, TO-MORROW, the 12th instant, at 4 P.M.

For Freight or Passage, apply to
SHEWAN TOMES & Co.,
General Managers.

Hongkong, 11th July, 1899. [9034]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship

"MOGUL."
will be despatched for the above port on or about the 31st instant.

For Freight or Passage, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th July, 1899. [9035]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White
Capsule \$10.50

B.—WATSON'S GLENROTHY
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.50

C.—WATSON'S ABELGLEN
GLENLIVET, Red Cap-
sule, with name and
Trade Mark 12.00

D.—WATSON'S FINEST BLEND
OF THE HIGHEST SCOTCH
MAIT WHISKIES, Vio-
let Capsule 14.10

E.—WATSON'S VERY OLD LI-
QUOR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENROTHY are high class Scotch
Whiskies, of greater age than most
brands in the market.

ABELGLEN-GLENLIVET is a very old
Pent Whisky, (smoky) and could not
now be replaced in stock at the price.

D is well known for its fine
flavour.

E is of superb quality and pro-
nounced by leading local connois-
sours to be the best brand in the
Hongkong market.

A. B. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

DEATHS.

Accidentally drowned at Shanghai, on
the 3rd of July, ADA WALLACE, in her 19th year.

At 38, Broadway, Shanghai, on the 6th inst.,
MARY CAROLINE, the dearly beloved and only
child of Alexander and Mary Laing, aged 5
years and 10 months.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 11, 1899.

NOTES AND COMMENTS.

Yesterday morning the *Daily Press* pub-
lished an advertisement calling for volun-
teers to come forward to help the Sanitary
Authorities in the work of house to house
visitation, in connection with the epidemic
of plague now raging in Hongkong, and the
advertisement was repeated and attention
called to it in the evening papers. Fifty
volunteers were asked for, and the hours of
work were to be from seven to nine in the
morning and from four to six in the

evening, the volunteers being requested to
state what days would suit them best to
undertake the duty of house to house visitation,
which we take to mean that they would
not be expected to work each and every day.
We are sorry to have to state that, up to
noon to-day, only three names had been
sent in.

When there was some chance of distur-
bances and riots occurring in the town in
connection with the hinterland troubles, and
it was decided to increase the strength of the
Volunteer Corps, there was no lack of
applications for enrolment and we stated at
the time how pleased we were to note the
spirit displayed by the younger members of
the community in thus coming forward
when it appeared that their services might
be needed. But how is it that this
appeal for volunteers in a cause fully
as important, if not more so, has fallen so
flat and only resulted in three men coming
forward? Many volunteered in the epidemic
of 1894, which was far worse than the
present one, and we fail to understand how
it is that so few have come forward in the
present instance. This work of house to
house visitation is most important. The
prosperity of the Colony depends just as
much on its being clear of plague as it does
upon its being protected from invasion, and
the plague is, if anything, worse than a human
foe, as it is no respecter of persons but
strikes alike at men, women and children,
old and young, rich and poor, without dis-
crimination.

We do not for a moment say that every
man should volunteer for plague work, for
it would be folly for many to do so. Those
not in a robust state of health would be
liable to contract the disease perhaps and
spread it amongst their friends, while it
would not be wise or right for those who
have other dependent upon them to run
the necessary risks incurred, but we do
think that there are in Hongkong plenty
of strong, healthy and robust unmarried
men who might volunteer. To them the
risks incurred would be comparatively
slight. They would not be employed on
plague work for long hours at a time, as are
the Sanitary Inspectors and the Police, and
the immunity from the disease enjoyed by
the volunteers of 1894, should show them
that the work may be undertaken with com-
parative safety to themselves. It should be
remembered also that there is far more
honour and respect to be gained by coming
forward to engage in plague work than in
volunteering to protect the Colony against
invasion. Fighting a human foe comes
naturally to the average Englishman, but
the fight against the grim Plague Demon is one
that must be undertaken in cold blood and
without the attendant excitement of war.

We cannot believe that the fifty volunteers
asked for by the Sanitary Authorities are not
forthcoming. Surely there must be some
reason for this dearth of public-spirited men
in the Colony. Have all the 1894 volunteers
left or have they failed to see yesterday's
papers? Where too are the members of the
Field Battery, the Maxim Corps, the In-
fantry Corps and the Engineer Corps? There
must be fifty men amongst these units of our
Volunteer force who would be only too ready
to place their services at the disposal of the
Sanitary Authorities directly the public good
demanded that they should do so. We trust
that to-morrow, at the latest, the fifty men
asked for will have come forward.

REUTER'S TELEGRAMS.

CANADA AND ORIENTAL
IMMIGRATION.

LONDON, July 9th.
Sir Wilfred Laurier speaking in the Canadian
Parliament, on the question of disallowing the
British Columbian Measures for excluding
Chinese and Japanese said he was prepared to
deal with Chinese immigration in accordance
with the views of the Columbians, but the
question of Japanese immigration must be
governed by Imperial considerations, for if
Great Britain should be precipitated into a war
in the Orient, the support of Japan would be
of the greatest importance.

LAUNCH OF A JAPANESE CRUISER.
The Japanese Cruiser *Yokohama* has been
successfully launched at Saitama. The wife of
the Japanese Minister christened the ship.

BRITISH SUBJECTS IN THE DUTCH
INDIES.

Mr. Brodrick replying to Lord Charles Beres-
ford in the House of Commons said that British
subjects in the Dutch Indies, were liable to
service in the Militia.

COMING EVENTS, &c.
Lord Lansdowne has introduced a Bill for
enforcing ballot for the Militia. Lord Lan-
sdowne does not expect the Bill to be passed,
but brings it forward because he wants the
nation to understand the necessity for some form
of compulsory service in case of emergency.

INDIAN CURRENCY.
The Indian Currency Committee report
recommends a Gold standard, with the govern-
ment as legal tender and fixing the value of the
rupee at 1/4.

WEATHER REPORT.

The Observatory report says:—On the 11th
at 11.55 a.m. The barometer has risen over the
Formosa Channel and E. coast of China, and
remains almost steady on the S. coast. Grad-
ual slight for S.E. winds on the China coast.

FORECAST:—Light to moderate S.E. wind;
fair to showery.

LOCAL AND GENERAL.

A *Cattle* Extraordinary was killed yesterday
proclaiming Amoy to be a place in which an
infection of contagious disease prevails.

DURING the week ended 8th July there were
100 cases of plague and 90 deaths, one death
from enteric fever and one death from small
pox reported in the Colony.

The trade returns of Yokohama and Kobe
from the 1st to the 15th June, give
the value of goods imported as 7,807,338 yen,
and that of specie as 2,734,152 yen. The
value of goods exported amounted to 6,098,355
yen and that of specie to 1,111,121 yen.

It will interest a great many of our readers to
know that, among the successful candidates in
the recent examination in London for the China
Consular Service was Walter E. Townsend,
son of Mr. A. M. Townsend, Agent for the
Hongkong and Shanghai Banking Corporation
at New York.

The Chief Accountant of the Hongkong and
Shanghai Bank inform us that, subject to audit,
the Directors propose to pay at the forthcoming
meeting a Dividend of £1.10/- per share, add
£1,000,000 to the Reserve Fund, write \$350,000
from Property Account, and carry forward
about \$500,000.

The Porte has arranged with the Administration
des Phares to build and administer for
Government account four lighthouses off the
Arabian coast in the Red Sea. An Imperial
Trade issued authorises this arrangement.
Egypt's offer to construct these long-needed
beacons awakened the Sultan to the urgent
necessity of providing them.

The lighthouse is to be begun this year on
Ras Madrassa, Sokatra, where the *Aden* was
lost in 1897, and the North German Lloyd liner
Oder in 1887. The light is to be of the most
powerful description. H.M.S. *Racepoint* has just
taken down the Political Resident of Aden,
General Creagh, V.C., to select the spot. The
light will be of great assistance to ships. All
traces of the *Aden* have disappeared, but the
bridge of the *Oder* remains.

The Imperial Rescript on the operation of the
new treaties, says the *Kokumun*, has certainly
produced a very strong impression upon the
Japanese people and seems to have been re-
ceived with satisfaction by foreign residents in
this country. The Rescript is, indeed, a worthy
sequel to the Five Articles of the Imperial
Oath, in which the policy of opening the
country and participating in the world's pro-
gress was proclaimed at the beginning of the
present régime. Not only is His Majesty
glorified with the consummation of the long-
cherished aim, the revision of the treaties, but
the Rescript issued on Saturday is pervaded
by a deep sense of increased responsibility
resulting from the inception of the new order.
The people will, we trust, respond by actual
devotion to His Majesty's earnest wish that they
should enter into His Majesty's sentiments,
and, in compliance with the great policy of
opening the country, should all unite with one
heart to associate cordially with the peoples
from afar, thus maintaining the character of
the nation and enhancing the prestige of the
Empire.

THE PLAGUE.

Cases reported to 10th instant 1213
Do. do. during past 24 hours 7
Total 1220

Deaths reported to 10th instant 147
Do. do. during past 24 hours 7
Total 1454

THE CAMPHOR MONOPOLY IN
FORMOSA.

The Formosan Government seems to be
encountering difficulties in establishing its
proposed camphor monopoly. There are said
to be about ten Chinese firms at work in the
island, and these must be reduced to a thou-
sand at most for the purposes of the monopoly.
But the manufacturers who will be "dis-
established" in the process are naturally disin-
clined to submit tamely. That is the case
especially with the insurgents who have
submitted. It is feared that if any attempt be
made to stop their camphor-making operations
they will take the field again. Indeed some
of them have actually threatened to do so. *Japan
Mail*.

SAD FATALITY AT SHANGHAI.

A YOUNG LADY DROWNED.
SHANGHAI, July 5th.

A very sad accident occurred on the river at
about half-past ten on Monday night, which
resulted in the death by drowning of Ada,
the eighteen-year-old daughter of the late Mr. Tom
Wallace, formerly with Messrs. Mackenzie &
Co. Miss Ada-Wallace with two of her brothers
and two other young men went out rowing
after dinner on Monday in one of the Shanghai
Rowing Club's boats. After rowing for some
time, they went alongside the yacht *Clutha*,
which is moored on the Pootung side opposite
the Bund, and asked the *ladia* if they might
come on board. Permission was granted at
once and they went on board and rested for a
little while. The young men then returned to
the boat, Mr. S. M. Wallace holding it against
the side of the *Clutha* while the *ladia* got in.
Miss Wallace jumped from the *Clutha*'s
deck, catching her brother round the neck
as she did so, and with the impetus of her
fall, she and her brother fell out of the
boat into the river. Her brother tried to
hold on to her and caught hold of a sloopman
as he came up, but somehow or other his sister
slipped from his grasp, and did not come to the
surface at all, nor has she been seen since. It
was raining flood tide at the time, and though
the men in the boat did all they could to find
Miss Wallace, they were unsuccessful.

July 6th.

The body of Miss Ada Wallace, who was
drowned in the Hunghing whilst boating on the
night of the 5th inst., was recovered by the
Water Police at 10.30 a.m. yesterday, off the
Paper Mill below the Two Road Jetty, and
conveyed by them to the Pootung Mortuary.
A numerous gathering of sympathising friends
attended the funeral yesterday evening. The
Rev. H. C. Hodges officiated in the church and
at the grave side. The pall-bearers were
Messrs. S. Bowditch, J. Fernier, H. W. Waley,
A. H. Brooks, W. H. Jackson, J. W. Menden-
hausen, B. A. Clarke, and P. H. Turner.

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same to Pootung Mortuary. It was dressed
in light summer clothing and he supposed it to
be the body of the girl who was drowned on
the night of the 3rd.

Mr. F. Land, a student, stated that he was one
of a party, composed of three ladies and four
gentlemen, who started from the Boat-house
shortly before 9.30 on the evening of the 3rd.
They rowed up and down the river before the
Gardens listening to the Band. They then
pulled over to the Pootung shore, and seeing
the *Clutha* lying with awning spread, they
went on board and sat down and chatted. They
had not been more than ten minutes there
when one of the young ladies proposed a row.
The cushions had been taken out of the boat
for the ladies to sit on. He immediately got into
the boat to replace them. Mr. Sam, Wallace
brother of the deceased, followed him.
Deceased was standing on the rail of the
Clutha. He was not quite sure but he thought
her brother told her to be careful. At the time
of the accident he had his back turned to them
arranging the cushions. He believed she
jumped from the rail into the boat, the boat
listed a little and both she and her brother fell
into the water. He turned round and saw
them just before they disappeared under water.
He then made a jump forward to let go the
painter which was made fast to a cleat on the
Clutha. He knew Mr. Wallace was able to
swim. By the time they came to the surface
they had drifted a boat's length. The brother
shouted: "I have got her." After they fell in,
he made a grab for them in the water but
missed them by a couple of feet; at the same
time he shouted out for some one to let go the
painter of the *Clutha*. Mr. Grant Smith took
some time to cast off the rope. He thought he
was the only one who knew how to
manage the boat. He was a fairly good swim-
mer, but as there was no other boat in sight he
thought he could best render assistance by
backing the boat up to them. He could easily
have got them had there been no delay in let-
ting go the painter. He had the oars out
backing as he could to them, when a dinghy
sloopman came round the *Clutha*'s bow, which
was moored a little above the *Clutha*. The
sloopman on approaching them suddenly swung
round head to tide. He could not see Mr.
Wallace or the deceased. No one shouted for
assistance. The tide was very strong. The
boat they were in is called the *Shamrock*, and
was built like a Thames pleasure boat, being
considered the best and safest boat in the Row-
ing Club. He had always wanted young ladies
when boating about stepping into boats
quickly.

Mr. S. Wallace was next called, and when
sworn stated that he was in the *Shamrock*, and that
his sister gave him no warning that she was
going to jump. He had not cautioned her.
He looked up at her and thought he held his hand
out when she jumped, caught him round the
neck, and fell with him into the water. She
was a high spirits, in fact she was always so.
They were about five seconds under water, and
were carried by the flood tide about seven to
ten yards. He was considerably exhausted
through swallowing a quantity of water.
He held her by the waist and called
out to that effect. She struggled bravely
and did not catch hold of him. He had to
let go of her. On her coming to the surface
a second time he again caught hold of her, but
had to release her. He caught hold of her a
third time and found he could support her.
He was sinking himself. Had the dinghy
been close by, he would have been able to
have saved the deceased. She finally sunk a couple
of yards from him, but he was powerless. He
felt so exhausted when the *ladia* got him in the
dinghy that he did not know where he was. He
did not see his sister come to the surface after
he got on to the dinghy. The party did not
see the life-buoys on board the *Clutha*, and
they had no blow in their boat.

The jury requiring no further evidence.
The Coroner, in summing up, informed them
that had death been caused by rash playing or
culpable negligence a verdict of manslaughter
would be brought against the rest; but he con-
sidered in this case death was caused by a de-
plorable mischance, and he thought that they
must acquit these young men of all blame. If
the jury held that view they must bring in a
verdict of accidental death.

After a few minutes' deliberation a verdict of
Accidental Death by drowning, with no blame
attached to any person, was given. *N. C.
Daily News*.

SHANGHAI AND THE NORTH.

(From Shanghai Papers.)

The Russo-Chinese Bank.

The property of the Shanghai Bond of
Messrs. Dent & Co. for long the leading British
firm in North-China, has been bought, the
terms being kept private, by the Russo-Chinese
Bank. The portion sold extends back from
the Bund to the premises occupied by Messrs.
Barlow and Co., and comprises eight mow. It
is stated that the price is £15,400,000 per mow.

Kiutoan Flats.

A recent examination of the Kiutoan Flats
shows that great changes are still going on
there, but the channel across them is narrow
and still carries only 14 feet of water. The
locality has not yet attained a normal condition
of stability. The channel over the *Fairy Flats*,
as marked by the light-vessel *Kiutoan*, is
consequently still the best channel.

Li Kuang-chin.

H. E. Li Kuang-chin, Provincial Judge and
Generalissimo of the Army of Defence of Che-
ngiang province, arrived at Shanghai from the
Chusan Islands in the Chinese cruiser *Chaoan*,
on 3rd inst. and will remain for about a week.
It is stated that H. E. comes with reference to
the shipping of a large consignment of minge-
ziades, quick-firing field pieces, and ammu-
nition for his troops.

Capture of Kidnappers.

The *Hupao* publishes a Hankow dispatch
reporting the capture there, on the 1st inst., of
two notorious kidnappers who have been sen-
tenced by the Hankow magistrate to be starved
to death while enclosed in wooden cages.
When the condemned men were placed in front
of the magistrate's *sanctuary* they were subjected
to every indignity and torture by the enraged
populace.

Yu Keng.

It is reported in Shanghai mandarin circles
that Yu Keng, ex-Minister to Japan and Mi-
nister-designate to the French Republic, is
personally *non grato* to the Republic, which
upon receipt of news of the appointment at
once telegraphed to Peking its refusal to accept
Yu Keng as Chinese Minister. This led to his
memorial asking to be excused from going
abroad again on the ground of physical
disabilities.

The Export of Grain.

The Shanghai magazine under inspection
from Viceroy, Lih, Nanking and Provincial
Magistrate, Nien, at Soochow has issued a pro-
clamation prohibiting the export of grain or
any other article from Shanghai, the reason given being
the great activity of food-stuffs in this part of
China, and the distress to the people arising
from the high prices demanded for them.

Obituary.

The *Echo de Chine* announces with extreme
regret the death of Pere Lemonier, formerly
Procureur-General of the Missions Etrangeres
at Shanghai, and afterwards at Hongkong. He
left Europe for the Far East in 1855, and before
coming to Shanghai was Professor in the
College at Peking. He was a man of high
attainments, and deep devotion to his work,
affable to all and very self-denying, and his
death is a great loss to the Missions.

Customs Officials Attacked.

The other night whilst the Shanghai
Customs officials were searching for salt on
board of the steamer *Chingping* from Tangu
with coal, they, on making a seizure, were set
upon by the Chinese crew with chains and
knives, and had it not been for the ship's officers,
who probably have been severely mauled,
Inspector Mellows of the Water Police, on
being sent for arrested those implicated and
lodged them in the hulks cells pending their
being sent into the city for trial.

The Lis Spoils.

The *Hupao* states that both the brothers Li
Lian-chang and Li Hui-chang have been
recently buying up, through their agents, con-
siderable landed property in Wuhu, near the
foreign Settlement. The reason for this seems
to be that it is intended by the Chinese
Government to open a "commercial" port
there, on similar lines to Woosung, and know-
ing this, the shrewd brothers have bought up
all available property within the proposed new
port.

A Blackmailing Reporter.

At the Mixed Court, Shanghai, before Mr.
Weng (magistrate), and Dr. E. Barchet (U.S.
assessor), a native reporter of the *Hai Shung
Jih Pao* was charged with blackmailing Messrs.
Oliver, de Langenhagen & Co.'s Comptroller.
The trouble arose over a case of piece-goods
which had been stolen from the Shanghai and
Hongkong Wharf Co.'s godowns last week and
to whom the goods were consigned. The
reporter wrote a paragraph stating the
comptroller was the thief and refused to con-
tradict it unless paid the sum of \$100. The
court, sentenced accused to three months' imprisonment.

En Shou.

A Nanking dispatch reports the arrival at

CHINESE AND MIXED RESIDENCE.

The Chinese residents of Yokohama, with characteristic practicality, are besting themselves to influence the Japanese public opinion in favour of granting to their nationals the same privileges as will be enjoyed by Occidentals under the revised treaties. Their method of compassing their end is very non-Chinese. They have sent delegates to Tokyo, and there, assembling the editors of the principal Japanese journals at the Maple Club, have dined them, wined them, and banqueted them, doubtless with a great deal of success. The chief speaker was Mr. Leung Keichin, whom the foreign public knows as an intimate friend and ardent disciple of Kang Yuwei. Mr. Leung spoke very forcibly. He presumed that the principal objection felt by the Japanese to opening their doors to the Chinese was that the markets of this country might be flooded by cheap labour from the neighbouring empire. Such an apprehension was founded on an error of fact. Labour was not cheaper in China than in Japan. A common labourer in Canton received 30 *sen per diem*, and for that wage the Japanese lower orders were quite willing to work. On the other hand, living was cheaper in China than in Japan. The Chinese, therefore, would not desire anything to attract him to Japan, since he could obtain as good remuneration at home and live more cheaply. Japan, then, need not fear any inundation of Chinese cheap labour, and, as to the better classes of Chinese, it was all in her own interest to encourage their coming. They would bring their capital and help to develop Japan's resources. There was plenty of spare capital in China, but its possessors shrank from investing it in domestic enterprises, much as they did in confidence in the security enjoyed at home. They would gladly invest their money in Japan, however, and Mr. Leung thought that, whereas the European or American capitalist, if he came to Japan, would work independently and in direct competition with the Japanese, the Chinese would work in combination with the people of the country. He dismissed as chimerical the apprehension that by admitting low-class Chinese denationalizing and disorderly element would be added to the population. The Japanese police were entirely competent to deal with any contingencies of that kind. At the same time he frankly declared that his country would not entertain any unbridgeable against Japan if she thought it expedient to impose some restriction upon the immigration of the labouring classes.

These were Mr. Leung's practical arguments. It goes without saying that he dwelt upon the political and sentimental aspects of the problem also, but into that part of his speech we need not enter. Evidently the Chinese residents of Yokohama appreciate the power of the press.—*Japan Mail*.

TOKYO HARBOUR.

Some of the citizens of Tokyo seem to be getting impatient as well they might about the unconscionable delay in inaugurating any practical scheme of harbour improvements. Rumour says that Mr. Asano has made a programme of reclamation at Kanagawa. His idea is to fill in a space of about 400 acres by dredging operations which will give a depth of 20 feet of water at low tide. The harbour question would thus be effectually solved, it is said. Undoubtedly the project has attractive features. At present all goods for the north and west have to be carried up the Sumida River in lighters, landed and stored, and ultimately taken again from the ware-houses for transport to the distant railway stations. There are thus three distinct operations, transfer from the cargo steamer to lighters; transfer from the lighters to godowns; and transfer from the godowns to railways. But if the steamer could go up to Kanagawa, it would be possible to land the goods at the railway station itself, and put them on board the cars at once. There would, of course, be an immense saving of time and money. Can the harbour problem be solved in that way, however?—*Japan Mail*.

JAPANESE EMIGRANTS TO AUSTRALIA.

It has already been reported that two batches of Japanese emigrants were turned back by the Queensland Government, one consisting of 39 men who proceeded thither in the *Yanaka Maru*, the other of 12 who went by the *Futaba Maru*. The Minister of Foreign Affairs has issued a wise instruction with reference to these incidents. His Excellency points out that, owing perhaps to some laxness on the part of local officials and certainly to false representations made by intending emigrants, common labourers have occasionally succeeded in obtaining passports which represented them as merchants. Such was undoubtedly the case with regard to the emigrants by the *Yanaka Maru* and the *Futaba Maru*. It is quite plain that the discovery of these occupations and errors must create a general feeling of distrust in the bona fides of passports granted by Japanese officials, and that respectable people are thereby exposed to loss and annoyance for the sake of mere adventurers. The minister, therefore, invites increased attention, and directs that passports shall be granted to genuine men of commerce and persons of corresponding social status only, and that the emigration of labourers shall be confined to those who are in receipt of permits from the Governments of their places of destination.—*Japan Mail*.

NEWS BY THE CANADIAN MAIL.

Great Britain and the Transvaal.

THE CABINET COUNCIL.

LONDON, June 13th. Special importance is attached to the Cabinet meeting which took place this morning. It lasted a couple of hours and it is believed that the Cabinet finally determined upon the policy to be adopted towards the Transvaal. The Secretary of State for the Colonies, Mr. Joseph Chamberlain, is expected to make a definite statement on the subject in the House of Commons this morning, unless the rumors of his resignation turn out to be true. As a curious coincidence Mr. Chamberlain was absent from the House yesterday and to-day it was announced that he and his wife would start for Paris and Langres during the week. It is quite unprecedented for the Chamberlain to leave the country during the session and the fact in conjunction with the talk of a disagreement in the Cabinet over the Transvaal was taken to mean that Mr. Chamberlain had decided to leave office. Later, however, an authoritative denial was made to the report that Mr. Chamberlain was going to the continent.

WAR NOT INEVITABLE.

LONDON, June 13th. Though sensational papers are making much of the Blue Book on the Transvaal negotiations issued last night, in which the British High Commissioner at South Africa, Sir Alfred Milner, is reported to have declared a case for British intervention in the Transvaal, the Secretary of State for the Colonies, Mr. Joseph Chamberlain, is reported to have declared that the British Government is not prepared to take any action which would lead to a war with the Transvaal.

not contain threats, which was rumored, but demonstrates that there is, therefore, time for compromise.

BRUSSELS, June 13th. Dr. Lays, the representative in Europe of the Transvaal Republic, received to-day the following conciliatory despatch from Pretoria: "The Government does not make arbitration a condition of concessions. It will continue to make concessions, even as regards the franchise independently of Great Britain's acceptance or non-acceptance of arbitration."

FRANCE.

THE FALL OF THE CABINET.

PARIS, June 13th. The morning papers, commenting on the fall of the Cabinet, severely criticised the ministerial career of M. Dupuy, charging him with leaning too far to one side and now to another and betraying all parties, thus creating universal dissatisfaction. He was fated, they say, to fall sooner or later, under the contempt excited by his waverling policy. Most of the Republican and Radical papers say that the crisis will be short. In conversation with the Associated Press regarding the ministerial crisis, persons interviewed said that President Loubet's task would be a most difficult one unless he had arranged for a new ministry in advance, having foreseen the fall of M. Dupuy and his colleagues. The moderate organs generally demand a Cabinet which will work towards the pacification of the country. Among the names mentioned for the future ministry are MM. Constans, Rouvier, Poincaré, Waldeck-Rousseau, Brisson and Bourgeois.

BARON CHRISTIANI.

Baron Christiani, who assumed President Loubet with a cane at Autoul four years ago, was to-day sentenced to four years' imprisonment. Christiani was tried before the Correctional police court. The judges deliberated 35 minutes and then delivered judgment saying that, according to the articles of the penal code under which Christiani was sentenced, he was liable from two to five years. There was a general exclamation of surprise when the prisoner was sentenced to four years' imprisonment and also to pay the costs of the trial. Christiani listened unmoved to his sentence.

AN ALLEGED SPY.

The Italian general arrested at Nice is Gen. Gillette de St. Joseph. He was examining the fortifications on the frontier and a number of plans of fortifications were found on him. The general, who owns a villa on a French river, has been suspected and closely watched of late. He denied having been engaged in espionage, and said that the plans were merely those of a tourist and that they had no secret character.

FORMING A MINISTRY.

President Loubet conferred with the President of the Senate, M. Fallières, and with the President of the Chamber of Deputies, M. Deschanel, this morning, and expressed them with the necessity of quickly ending the Cabinet crisis. It is believed that M. Poincaré will be asked to form a cabinet. It is understood that he is ready to accept the task and it is even said that he has already selected a cabinet composed as follows: M. Poincaré, Premier and Minister of Public Instruction; M. Delcasse, Minister of the Interior; M. Bourgeois, Foreign Affairs; M. Krantz, War; M. Poincaré, Finance; M. Waldeck-Rousseau, Justice; M. Lammessin, Commerce; M. Sarrien, Public Works; Senator Jean Dupuy, Agriculture; M. Quilès, Colonies.

PARIS, June 13th. President Loubet received M. Poincaré this morning for the purpose of consulting him with the task of forming a new cabinet. M. Poincaré had consultations this afternoon with Messieurs Ribot, Sarrien, Méline, Pétrel and Brisson.

M. Poincaré asked for time to deliberate, and will give the president a definite reply at 6 o'clock. The interview between M. Loubet and Poincaré lasted half an hour. In reply to the president's request that he should form a new cabinet, M. Poincaré declared that for several years he had kept aloof from politics and party strife, and was wholly unprepared to accept under the present circumstances the responsibilities of the premiership. M. Loubet, however, insisting, pointed out that for these reasons all factions of the Republicans would accept his leadership more readily, adding that both the president of the Senate, M. Fallières, and the president of the Chamber, M. Deschanel, had clearly pointed him out as the man best fitted to realize the concentration of the Republicans. Finally M. Loubet appealed to M. Poincaré's patriotism and at last thereupon consented to consult his friends.

IN TROUBLE IN PARIS.

PARIS, June 13th. The correctional police court to-day sentenced Comte de Dion, Comte Daubigny and Comte Cassy to a fortnight in prison and to pay 200 francs fine for participation in the disturbances at Autoul on June 4th. The others were sentenced to imprisonment for from one month to three months on the same charge.

MR. POINCARÉ DECLINES. As this despatch is sent, M. Poincaré is on his way to the Elysée Palace for the purpose of informing President Loubet that he declines to form a cabinet. The reason for his declination is understood to be due to the objection of the Radicals to the presence of Messieurs Ribot and Darlous in the cabinet, while M. Poincaré wished them to join him in the ministry.

The Peace Conference.

THE HAGUE, June 13th. It is now expected that the peace conference will not adjourn before the middle of July, as it is believed that the labours of the delegates will not be finished before that time, but there is the additional question of acceptance by the powers of the decisions adopted by the conference. The delegates who desire to see some tangible result accomplished by the conference recognize that if the members are content with simply transmitting the decisions to their respective governments the work of the delegates will simply be pigeon-holed in the various chancelleries of Europe, and will not be executed. Therefore the delegates have resolved to adjourn their sittings as soon as their work is completed and submit the result to their respective governments with the request that the delegates be empowered to sign a definite document. It is expected that the governments will keep track of the progress of the work and that they will require about 10 days for deliberation on their final decisions, which will bring the final adjournment in the middle of the month.

NEW YORK, June 13th. The correspondent of the *World* at The Hague gives the following outline of the English arbitration proposal: It provides for the organization of a permanent tribunal of international arbitration which shall be accessible at all times and shall be governed by a code of arbitration to be provided for by the Peace Conference. A permanent central office shall be established with a permanent secretary and archivist and a suitable staff to serve as a medium of communication for the members of the tribunal. Each signatory power shall appoint two judges or arbitrators, one of whom shall be a judge of the national law of the signatory power.

desiring to have recourse to the tribunal for a peaceful settlement of differences shall give notice of desire to the secretary at the central office and afterwards select from the list of members of the tribunal the number of arbitrators stipulated for in the arbitration agreement, with permission to adjoint to them any other person. The litigants themselves will fix the date for the assembling of the tribunal. This outline shows that the English proposals are most timely, simply propounding a principle of arbitration and not making it compulsory in any way. Germany would probably prefer the English scheme, but it is believed the conference, not wishing to be trifled with doing useless work, as already wired, will agree upon a compound of much more precise and serious manner hiding the American and Russian schemes.

Russia.

RUSSIAN AGGRESSIVENESS.

LONDON, June 13th. Though it has not attracted much attention here, recent news from Odessa is of real importance. It appears that Russia has leased from the Seoul Government the ice-free ports on the coast of Korea, probably including Port Lazareff, a really magnificent harbour on the eastern side of the peninsula. Though the lease is only for 12 years, those qualified to judge are convinced that Russia never will loose her hold on these harbours, her next step being to connect by railway the foothold thus gained on the Korean littoral with Vladivostok. It is believed that Russia will practically apply to Korea the process which has made Manchuria a *Russ*an Province. Japan is likely to offer serious opposition to a step which so seriously threatens her independence, but without England, Japan is powerless. Anxiety is felt here in Far Eastern commercial quarters as to the attitude likely to be assumed by the British Government.

GRIM FAMINE.

LONDON, June 13th. While famine is now threatening the southern provinces of Russia, a correspondent of the *Times* at St. Petersburg writes that the condition of seven provinces of East European Russia is worse than during the famine of 1891 and 1892. "Quite half the population of 11,000,000," he says, "are undergoing terrible suffering, starvation and disease, and the authorities everywhere appear incapable and unprepared to deal with the calamity. Money is squandered in absurdly high pay to relief agents and, owing to the high prices which the government charges for seed corn, no encouragement is given to the peasants to till the ground. It is unnecessary to quote the harrowing details received from the relief agents. They could add nothing to the stern significance of the statement made by a Russian of authority in one district in the Government of Kazan that not one child born this year is now alive."

Cuba.

OUTRAGES IN CUBA.

HAVANA, June 13th. Particulars have been received here of outrages by outlaws on the plantation San Francisco near Guanajay. On Sunday night to men mounted and well armed surrounded the house of Francisco and Manuel Montelongo, brothers, owners of a plantation, and demanded entrance. The Montelongs opened fire, which the thieves returned, killing Francisco. They then forced an entrance and carried away all the valuables, leaving Manuel bound. Last night a band, presumably the same party, attacked farms at Papiel, Serafina, where the Cuban guards drove them off, killing a negro named Antonio Miralles. Major-General Lee and Senator Dolz, civil governor of Pinar del Rio, have been notified of the outrages and asked to send troops to a number of small towns.

Among Cuban Soldiers.

HAVANA, June 13th. The greatest confusion exists in the lists of Cuban soldiers at Canjuaí. Many of them cannot collect their \$75, as they appear on the rolls as having been promoted to the ranks of officers, of which fact they had no knowledge previously. Over 2,000 men, while the list only gives the names of 700 men. Soldiers who have fought since 1895 are not shown on the list, while those who served as camp-followers, etc., during the blockade are able to secure payment, preference apparently having been given to the army of 1898. A petition has been sent to Governor-General Brooke, asking him to order the revision of the list. Most of the Remedios soldiers are armed, or hold municipal receipts for weapons given up during the past two months.

THE JEFFRIES FITZSIMMONS FIGHT.

CONY ISLAND, Sporting Club, June 9th.

Big Jim Jeffries of Los Angeles is the champion pugilist of the world. At the Cony Island Sporting Club to-night he defeated Robert Fitzsimmons in a fast and vicious contest that went eleven rounds. He fought with the coolness and precision of a veteran and at no time was he in danger of defeat. It was a fair and square contest, marked with a brilliant display of science on both sides and was fairly and squarely won. The young Californian showed himself a master at every point of the fight. He was not pleased after he had taken the measure of his opponent. He was no longer a clumsy, awkward boxer, hesitating to lead or follow an advantage but a finished fighter, keen and alert for an opening and swift to take and follow the advantage when it came to him. He came to the ring in superb condition and the fierce rounds that he fought had no apparent effect upon him. As he stood over the prostrate form of his bleeding and unconscious opponent, he looked fit to go on for another hour. He was punished throughout the fight for not being able to engage the wonderful Australian, who never before met Jeffries, without being hit hard and often, but he stood up to it with lion-like courage and never faltered.

He showed an entirely different method of boxing. He crouched very low with his left arm extended, and Fitzsimmons seemed lost as to the best method of finding him. His defense was nearly perfect. He also showed wonderful improvement in footwork and hitting power. He was as lively as a cat on his feet and repeatedly ducked under the cutting swings of his opponent. He has stopped cuffing and chopping. He punches and hooks and swings with the precision of a finished boxer. It was a great battle and the young victor will probably remain the champion for years to come. He has size, weight and speed, and the comparative ease with which he defeated Fitz, whom they all feared, will give him wonderful confidence. Jeffries won a fortune by his wonderful victory and furnished one of the greatest upsets in the history of pugilistic betting. Hundreds of thousands of dollars were placed on him at the ruling odds of 2 to 1. Fitz was regarded as a sure winner and was liberally backed. It was admitted that he was at a disadvantage as far as youth, weight and reach were concerned, but his backers relied upon his speed and cleverness to pull him through. At last thought that he would simply stand away from his man and

job and chop him to a finish. It really, he found himself pitted against a man just as fast as himself and equally as clever as a boxer. He went in with every confidence only to be fooled by the young giant whom he faced, and then beaten to a knockout by superior strength. The credit for Jeffries' notable victory belongs to the men who prepared him. Billy Delaney, who developed the Corbett that whipped John L. Sullivan, was his guide. With the eye of an expert he studied and guarded his physical development, and Tommy Ryan and Jim Daly taught him the science of the ring. In six weeks they accomplished, with the excellent material in their hands, what ordinarily takes years of actual experience to do. They had raw material, and whipped it into shape.

As is usually the case, the man on the short end of the betting had the crowd behind him, and the young Californian was cheered on to victory. When it became apparent that he was standing his opponent off and taking the lead he jumped into marvellous popularity, and New York will to-morrow hail him as king. He will retain his popularity, for he is as modest as a girl. He prepared for the battle with a word of a disinterested nature to his opponent, and was calm in victory and calm in a calm but determined way that he was going to win. He believed it, and the realization was but proof of his words. Again he is the first American in this half of the country to win the championship.

It was California's night in pugilism, for principal manager and trainer called the Golden State as home. In the house, too, there was a hopeful little band of Californians, who were there for the purpose of cheering to count on. It was one of the heaviest championship events ever pulled in New York, and it was Gotham's first chance of seeing Fitzsimmons in a real contest, and the fight provoked tremendous interest.

The threat of Chief Devery that he would not let the contest take place provoked a storm of disapproval and the condemnation of practically every newspaper in the city. There was a big political play back of it all, and that added to the intensity of the interest. The boroughs of Manhattan and Brooklyn engaged in a political dispute. Tammany said there should be no fight. Hugh McLaughlin, Democratic leader in Brooklyn, said there should, and that the club should not be blackmailed, either. And there was no interference. Chief Devery sat by the ringside and saw the fight go to a finish. He sent his men into the ring after the fight, but that was only to keep the excited crowds from breaking in.

There was no confusion about handling the crowd and no quarrel over conditions. There went to the bench and the cars and trains were scarcely crowded. It rained late in the afternoon and during the early evening, and that kept the idly curious away. Cony island, with its thousands of fakes and fakers, amused the night spectators during the evening, and it was a night before the auditorium of the clubhouse began to fill up. The crowd was a most remarkable one. There were delegations from every city of importance in the United States and Canada, and in the number were all the sporting men of note. Professional New York, however, contributed the largest portion of the great audience that numbered nearly 10,000, and paid about \$100,000 for its sport.

The men entered the ring at 10:05. Both were given enthusiastic receptions by the crowd. Both appeared in superb condition. Jeffries was tanned and swarthy, and Fitz white and clean-shaven. They seemed in splendid shape, and the fight proved that they were. There was but little time lost in the ring. Nobody paid any attention to the announcements, and drowned the voice of Frank Burns, who made them. The impatient, eager crowd had not come for speeches, but to see a fight. Jeffries quieted the red sweater and pair of black trousers, and showed the most remarkable physique those present had ever seen. Great masses of muscle lay on the back, chest and shoulders but they played lightly and swiftly when he moved. Fitzsimmons, finely drawn and lithe, looked the greyhound when he tossed off his blue bathrobe. They were under scores of great electric lights that burned on the gallery over their heads to furnish light for the vitascope pictures.

When the gong sent them away they began to size one another up and nothing effective was done in the opening round. Fitz was aggressive, but Jeffries stood up to him and fought him back to a standstill. The Californian went down before a straight left in the second and Jeff kept putting his head back. Fitz persistently pressed the Californian, but he had met his match and was powerless to land an effective blow. He put his left on the young Californian's eye in the fifth and cut it, but Jeffries came back gamely and fought on. The Californian used his left effectively on face and body and also brought his right into the battle repeatedly.

Fitz tried all his tricks and devices, but was either blocked or countered by Jeffries. After the seventh round the young Californian had things his own way. In the eighth he sent Fitz staggering against the ropes with a left-hander and Jeff again landed his left. Fitz went to his corner dazed. Fitz came back fairly strong in the ninth only to be beaten back. It was all Jeffries and there was consternation in Fitzsimmons' corner. The crowd saw the inevitable result, and there were hoarse yells for the Californian to go in. In the tenth the call of time that saved him. He was down twice and was done for when he staggered to his corner.

The end came after a minute and a half of fighting in the eleventh. It was a left and right from Jeffries, and Fitzsimmons, who had never known defeat, dropped unconscious. His seconds frantically called to him, but their words fell upon deaf ears. Referee Siler and the timers called off the ominous count of ten and there was a roar of applause that shook the building. The new champion was heralded. His second swarmed around and embraced him, and in an instant hundreds of spectators broke for the ring. The police stopped the advance, and while Jeffries slipped through the ropes and ran for his dressing-room, Fitzsimmons, still limp and unconscious, was carried to his corner. He was some time in reviving and then did not know that he was beaten.

SHIPPING REPORTS.

Captain Davidson, R.N., of H.M.S. *Thunder*, from Nagasaki, reports: Fine weather throughout.

Captain A. J. Robson, of the steamship *Galathea*, from Swatow, reports: Light S.W. wind and clear weather.

NOTANDA.

CALENDAR.

JULY.

Metereological means based on fifteen years' observations to 1898.

Barometer..... 29.738

Thermometer..... 81.6

Humidity..... 73.0

Rainfall..... 14.210

TO-DAY.		
On date at	On date at	On date at
Barometer..... 29.63	29.59	
Temperature..... 85	84	
Humidity..... 79	81	
Rainfall..... —	—	

TO-DAY.		
On date at	On date at	On date at
Chinese—5th of 6th moon of 25th year of Kwang-shi.....	5th 23min.	
Sun—Rises.....	6hr. 40min.	
Sets.....	6hr. 40min.	
Noon—In Apogee Midnight.....	10hr. 14min.	
High water—Morning.....	5hr. 30min.	
Afternoon.....	5hr. 30min.	
Low water—Morning.....	5hr. 30min.	
Afternoon.....	5hr. 30min.	

ANNIVERSARIES.		
1793—Battle of Quatrebras.		
1816—Amherst's Embassy arrived in China.		
1859—Peace of Villafranca.		
1871—Engagement between the Koreans and an American naval force.		
1882—Alexandria bombarded.		
1897—Gay, B.N. Borneo, looted and burnt by Mat Sallah.		
1898—Admiral Canjan's fleet recalled to Spain. Four transports with American reinforcements arrive at Manila.		

TO-MORROW.		
On date at	On date at	On date at
Chinese—5th of 6th moon of 25th year of Kwang-shi.....	5th 24min.	
Sun—Rises.....	6hr. 40min.	
Sets.....	6hr. 40min.	
High water—Morning.....	5hr. 30min.	
Afternoon.....	5hr. 30min.	
Low water—Morning.....	5hr. 30min.	
Afternoon.....	5hr. 30min.	

ANNIVERSARIES.		
1854—Foreign Inspectorate of Customs established at Shanghai.		
1867—The Crimea evacuated.		
1864—Loss of the s.s. <i>Torlen</i> on the Fisherman's Group.		
1880—Arrival in Shanghai of General Gordon.		
1896—A Chinese detective shot by a burglar in Chuk Hing Lane.		
1898—Pere Fleury carried into captivity by the Chinese.		

AGENDA.

TO-MORROW.		
California & Oriental steamer <i>Belgian King</i> leaves for Honolulu.		
Goods ex <i>Glenhurst</i> and <i>Cornwall</i> subject to rent.		

FRIDAY, 14th.

3 p.m.—Chaffed and broken goods ex *Bentall* examined.

SATURDAY, 15th.		
Goods <i>Silesia</i> , and <i>Bentall</i> subject to rent.		
The U.S. & China-Japan steamer <i>Indrapura</i> leaves for New York via Suez Canal.		

SHIPPING AND MAIL NEWS.

MAILS DUE.		
American (<i>Doric</i>) 15th inst.		
English (<i>Oceanic</i>) 15th inst.		
Tacoma (<i>Tacoma</i>) 15th inst.		
American (<i>City of Rio de Janeiro</i>) 4th prox.		
American (<i>Nippon Maru</i>) 6th prox.		

The Silk steamer *Empress of China* arrived in New York on the 8th July.

The steamer *Indra* from New York and Straits left Singapore for this port on to-day at 6 a.m.

The steamer *Oceanic* with the next French mail, will leave Saigon to-morrow at 5 a.m. for this port.

The steamer *Sikh* from New York left Singapore on Saturday the 8th inst. and is expected here about Thursday the 13th inst.

The O. S. S. Co.'s steamer *Menclius* from Liverpool etc. left Singapore on 8th inst. and may be expected here on or about Thursday, 13th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	From	Date
<i>Ela de Cuba</i>	at Kowloon Dock.	
<i>Ela de Luzon</i>	"	
H.M.S. <i>Thetis</i>	"	
<i>Alce</i>	"	
<i>Belgian King</i>	"	
<i>Holstein</i>	"	
<i>D. Juan d'Austria</i>	Canton	
<i>Centaur</i>	"	

SWATOW WEEKLY SHIPPING REPORT.

(8th July, 1899.)

Date	Vessel	Where from	Agents
2	<i>Yanching</i>	Amoy & S'hai	C.M.S.N.
3	<i>Hailong</i>	Amoy	J. M. & Co.
4	<i>Tamui</i>	Hongkong	B. & Co.
4	<i>Glenfalloch</i>	Amoy	E.V.S. Co.
4	<i>Thales</i>	Amoy	J. M. & Co.
4	<i>Chunshun</i>	Hongkong	B. & Co.
5	<i>Wingshing</i>	Shanghai	J. M. & Co.
5	<i>Whampoa</i>	Amoy & S'hai	B. & Co.
5	<i>Maldive</i>	Amoy	B. & Co.
5	<i>Sihan</i>	Hongkong	J. M. & Co.
5	<i>Haitan</i>	"	J. M. & Co.
5	<i>Yekang</i>	Kuchintzu	L. & H.
6	<i>Hailong</i>	Hongkong	Woo Koo
6	<i>Doan</i>	"	C.M.S.N.
6	<i>Peitiching</i>	"	J. M. & Co.
6	<i>Nanyang</i>	"	B. & Co.
7	<i>Lekang</i>	Kuchintzu	J. M. & Co.
7	<i>Likwai</i>	Hongkong	B. & Co.
7	<i>Nanchang</i>	"	B. & Co.
7	<i>Tamui</i>	Chiofo	J. M. & Co.
7	<i>Hailong</i>	Amoy	J. M. & Co.
8	<i>Hailong</i>	Hongkong	B. & Co.
8	<i>Phraung</i>	"	B. & Co.

DEPARTURES.			
Date.	Vessel.	Destination.	Agents.
2	<i>Singhai</i>	Shanghai	B. & Co.
3	<i>Delmadis</i>	Singapore	J. M. & Co.
3	<i>Hailong</i>	Hongkong	B. & Co.
4	<i>Tamui</i>	Amoy	B. & Co.
5	<i>Glenfalloch</i>	Singapore	C.M.S.N.
5	<i>Yanching</i>	Amoy & S'hai	B. & Co.
5	<i>Newchwang</i>	Shanghai	B. & Co.
5	<i>Thalet</i>	Hongkong	J. M. & Co.
5	<i>Madang</i>	H. K. & Canton	B. & Co.
6	<i>Madang</i>	do	B. & Co.
6	<i>Hailan</i>	Amoy	J. M. & Co.
6	<i>S'hai</i>	do	B. & Co.
6	<i>Chunshan</i>	H. K. & S'pore	B. & Co.
6	<i>Wampoa</i>	H. K. & Canton	B. & Co.
7	<i>Nanyang</i>	Amoy	J. M. & Co.
7	<i>Lukwut</i>	A. S'hai & Coo	B. & Co.
8	<i>Feiching</i>	Shanghai	C.M.S.N.
8	<i>Formosa</i>	Hongkong	J. M. & Co.
8	<i>Nanchang</i>	C'foo & Tsein	B. & Co.

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th July, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 28th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 10th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florida and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSITMENT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, ALL MEDITERRANEAN, ADRIATIC, LIGURIAN, NORTH AND SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO..... 5th August.
*SINGAPORE..... 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

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Dr. KNORR'S
ANTIPYRINE

patented

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS.

Shipping.

STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"INDRAPURA."

Captain A. Nisfoll, will be despatched as above on or about the 15th July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1899. [686a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"TAMSUI MARU."

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th July, 1899. [685a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship.

"KWEIYANG."

Captain Osterbridge, will be despatched as above on THURSDAY, the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1899. [689a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship.

"YANGTZE."

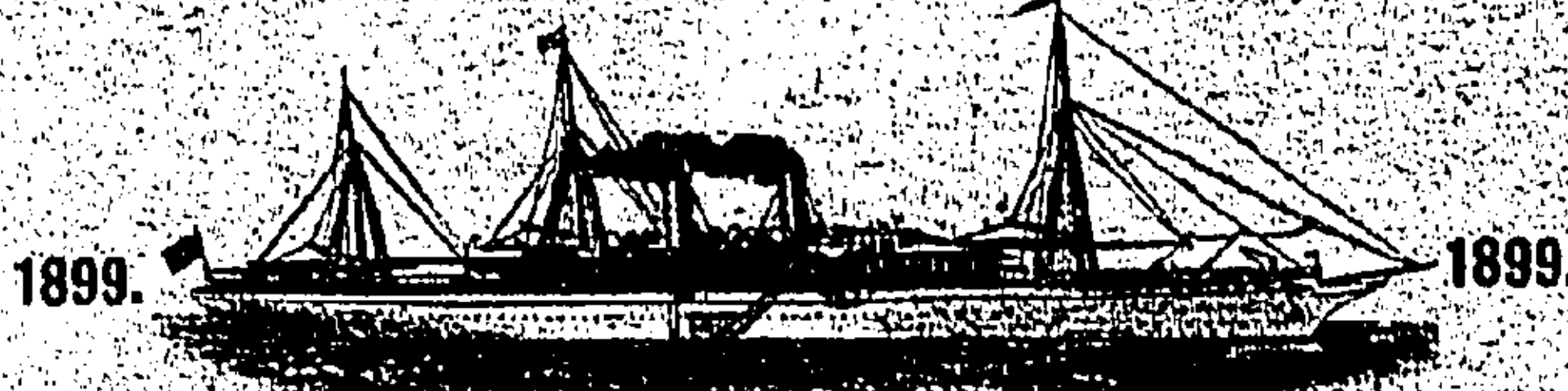
H. Allen, Commander, will be despatched for the above Port on SATURDAY, the 15th July.

For Freight, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 10th July, 1899. [689a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 26th Aug., 1899.
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS as WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

*SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedler's Street, [3]
Hongkong, 27th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AZTEC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Chartered Steamship

"AZTEC,"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 15th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government Officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Texas, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th July, 1899. [1310]

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ROYAL FRANCHISE to each floor. BOAT and LODGING.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to: ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS	HAVRE and HAMBURG	About 5th
H. Jacobs	(LONDON with transshipment in HAMBURG)	August
*SILESIA	HAVRE and HAMBURG	About 6th
Behrens	(LONDON with transshipment in HAMBURG)	August
WITTENBERG	HAVRE and HAMBURG	About 17th
Madsen	(LONDON with transshipment in HAMBURG)	August
ALESIA	HAVRE and HAMBURG	About 31st
Knuth	(LONDON with transshipment in HAMBURG)	August

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only; if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS in the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King..... 1379-1 Thursday 1 July 13

Carmarthenshire..... 1329-1 about 1 July 20

Carlisle City..... 1303-1 about 1 Aug 15

Thyra..... 13406-1 about 1 Sept 19

THE Steamship.

"BELGIAN KING" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on THURSDAY, the 13th instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1330]

Hongkong, 11th July, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

THE U.S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government Officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Texas, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th July, 1899. [1310]

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ROYAL FRANCHISE to each floor. BOAT and LODGING.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ROYAL FRANCHISE to each floor. BOAT and LODGING.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

